

The Hong Kong

Daily Press.

No. 9280 九月十八日星期五

日五十八年三十號

HONGKONG, SATURDAY, OCTOBER 1st, 1887.

一月開

一月十日香港

PRICE 32^{1/2} PER MONTH

SHIPPING.

ARRIVALS:
September 29, CITY OF NEW YORK, American steamer, 1,512, R. R. Sharpe, San Francisco 1st September, Honolulu 28th, and Yokohama 24th. Mails and General—P. M. S. S. Co.

September 30, FOOKSANG, British str. 991, H. W. Hogg, Shanghai 27th September, General—JARDINE, MATTHESON & Co.

September 30, CANTON, British steamer, 1,119, H. W. Hogg, Whampoa 20th September, General—JARDINE, MATTHESON & Co.

September 30, 30, FORMOSA, British steamer, 687, T. H. H. Tamshui 27th September, and Amoy 29th, General—DOUGLAS LAFRAK & Co.

DEPARTURES:
September 30, ANGELS, British str., for Singapore.

September 30, BRAQUADY, French steamer, for Shanghai and Yokohama.

September 30, TETARTOS, German steamer, for Nagasaki.

September 30, VORWERTH, German str., for Toulon.

September 30, AMIGO, German str., for Singapore.

September 30, BRECONSHIRE, British str., for London.

September 30, JAS. S. STONE, Amer. ship, for Cohn.

September 30, FOOKSANG, British steamer, for Whampoa.

PASSENGERS.

ARRIVED:
For City of NEW YORK, from San Francisco, &c.—Miss Lily Woodfill, Miss D. Adams, Miss N. T. Sor, Mrs. Ferera and child, Mr. Paul Jordan, 1 European, and 21 Chinese in steerage.

For FOOKSANG, str., from Shanghai.—27 Chinese.

For FORMOSA, str., from Tamshui, &c.—Mr. Lewis.

DEPARTED:
For Donaldson, str., for Shanghai.—From Hong Kong.—Mr. E. A. Abbott, 2 Chinese.

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INTIMATIONS.

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CATALOGUES ON APPLICATION.

THE HONGKONG DISPENSARY,
Hongkong, 19th September, 1887.

NOTICE TO CORRESPONDENTS.

Communications on Editorial matters should be
addressed to "The Editor," and those on business to "The
Manager," and not to individuals by name.

Correspondents are requested to forward their
name and address with communications addressed to
the Editor, not for publication, but as evidence of good
faith.

All letters for publication should be written on one
side of the paper only.

Advertisers. Subscriptions which are not
ordered for a fixed period will be continued until
otherwise advised.

Orders for extra copies of the *Daily Press* should
be sent before 11 a.m. on the day of the publication.

After that hour the supply is limited.

TELEPHONE NO. 12.

The Daily Press.

HONGKONG, OCTOBER 1ST, 1887.

The statement made by the *Times*, in
the course of its article on the new commercial
treaty between France and China, that Sir
HARRY PARKES had suggested to the Chinese
Government that a port on the upper part
of the Canton river should be opened to trade,
and that Nan-ting-fu had been mentioned,
but not inspired, by Mr. Wenslow.

The *Japan Mail* of the 22nd ult. says:—"We
are informed by the Agents of Messrs. Butterfield
& Swire, that they have a telegram reporting
that the Chinese Government have accepted the
suggestion to open a port at Nan-ting-fu, and
that the Chinese are making good progress, and
it is hoped that they will shortly be successful."

By kind permission of Captain White, Divine
Sarasin will be sent to London on the 1st October,
and will be at the British Embassy by 10 a.m.
A. G. Goldsmith, Seaman's Chaplain
The British flag will be hoisted, and a steam
launch will call alongside of my vessel holding
the pennant C.

Further confirmation of the report of the loss
of the steamer *Lewave* has been received, and
a telegram having arrived to-day says that the
steamer, outward bound for Liverpool, has got
ashore at the Mysore and has parted amid-
ships. Salvage operations have been commenced,
but it is feared the losses will be serious.

The compilation of the *Yokohama Water-
works*, a veracular paper, was published on
the 21st Sept., at Taku, under the name of
M. Matsuura, Secretary of the Kanagawa Local
Government Office and a number of officials
and private gentlemen connected with the works.

The *Toronto Globe* says:—It is something
quite unusual to see the number of Indian
paddles which tourists bring from
Alaska as old Indian relics. The most of the
paddles are made and painted by Chinamen in
San Francisco, shipped to Alaska points and
from Alaska relics brought down to Taku on
the steamers and carried thousands of miles
by the steamer.

To-day is the Chinese festival of Chung-
yin, better known in Europe as the Feast of
Lanterns. This is the chief day of the autumnal
festivals and oblations are made to the moon on
the occasion. It is called the Feast of Lanterns
and the Chinese Government with a view to
opening up international commerce the port of
Nan-ting-fu. It is of course impossible to pre-
dict what answer will be given to the ques-
tion, but it seems to us that both question and
action, if intended, come rather late. Had
Sir HARRY PARKES lived, perhaps, the
opportunity recently afforded, in the negotia-
tions on the Burma frontier and Thibet
Mission questions, might have been availed
of, and in return for the abandonment of the
MACAULEY Mission we might have had the
West River opened to trade. But unfortunately
that chance was lost, and although a great concession was also made to China by
Lord SALISBURY in the Additional Article to
the Choclo Convention, it is to be feared the
Peking Government will not agree to make
any return voluntarily or without some very
substantial equivalent. Moreover, the pre-
sent Viceroy of the Two Kiangs, who
is notoriously anti-foreign, is not likely to re-
port favourably on any project of the kind,
and his opinion would undoubtedly be called
for. Nor is it by any means certain that the
Treaty Powers would combine to make re-
presentations on this subject to the Teung-
Yamé. Some of them have other fish to fry,
and others are indifferent. It may be urged
that it is so palpably the interest of the Chi-
nese Government to open up more ports
when there is a chance of trade developing
that they will not want much urging to in-
duce them to consent to open the inland waters
of the south-western provinces to navigation
by foreign vessels. But what reason is
there to believe that such is the case? We
know of none. Only very recently per-
mission was refused to native steam-launches
to ply even for a few miles above Canton,
though with the object of carrying passengers
only, and the barriers placed in the river
Chukiang during the Franco-Chinese hostil-
ties have not even yet all been removed, in
spite of repeated expositions and re-
presentations to Peking. The desirability
of the opening up of this great inland water-
way has been repeatedly insisted upon, and
the advantages likely to accrue to trade
pointed out, and the Chinese Government,
having granted to France some "exceptional"
trading facilities over the Tongking frontier,
should at least be willing to allow other
foreign powers access to the same districts
as far as possible. Even if they only opened
Woochow-fu—as suggested by Mr. SCHROEDER
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